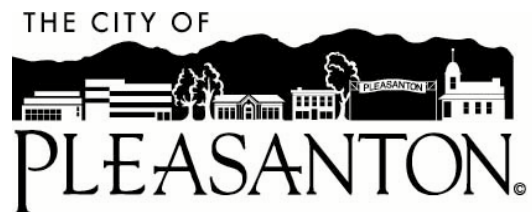


**INITIAL STUDY AND PROPOSED NEGATIVE
DECLARATION FOR PUD-104 (PUD REZONING AND
DEVELOPMENT PLAN)/PUD-81-22-14M (PUD MAJOR
MODIFICATION), WORKDAY, INC.**

APRIL 11, 2014

PREPARED BY:

City of Pleasanton
Planning Division
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, California 94566-0802



An Initial Study has been prepared under the direction of the City of Pleasanton Planning Division regarding applications submitted by Workday, Inc., for Planned Unit Development (PUD) rezoning and development plan to construct a six-story, approximately 430,000 square foot office building, parking garage, and related site improvements at 6110 Stoneridge Mall Road (adjacent to the West Dublin/Pleasanton BART station) and PUD Major Modification to the PUD governing Stoneridge Corporate Plaza (6120-6160 Stoneridge Mall Road) to construct a parking garage, surface parking modifications, and related site improvements and to eliminate the public's use of the private landscaped area between the existing office buildings.

Based upon the following Initial Study that evaluated the environmental effects of the proposed project, the City of Pleasanton has found that the proposed project (including any mitigation measures that would be incorporated into the project) would not have a significant effect on the environment. The City of Pleasanton has concluded, therefore, that it is not necessary to prepare an Environmental Impact Report for this project.

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I. BACKGROUND

1. **Project Title:** Workday, Inc.
PUD-104 (PUD Rezoning and Development Plan)/PUD-81-22-14M (PUD Major Modification)

2. **Lead Agency:** City of Pleasanton
Planning Division
Community Development Department
200 Old Bernal Avenue
Pleasanton, California 94566

3. **Contact Person:** Steve Otto
Phone: (925) 931-5608
Fax: (925) 931-5483
Email: sotto@cityofpleasantonca.gov

4. **Project Location:** 6110 and 6120-6160 Stoneridge Mall Road

5. **Project Sponsor Names(s) and Addresses:** James P. Shaughnessy
Workday, Inc.
6230 Stoneridge Mall Road
Pleasanton, CA 94588

6. **General Plan Designations:** Mixed Use and Retail/Highway/Service Commercial; Business and Professional Offices

7. **Zoning:** Planned Unit Development-High Density Residential/Commercial (PUD-HDR/C) and Planned Unit Development – Commercial - Office (PUD-C-O)

8. **Description of Project:** See the “Project Description” section of the Initial Study.

9. **Surrounding Land Uses and Settings:** See the “Project Description” section of the Initial Study.

10. **Other public agencies whose approval is required:** No approvals are needed from other public agencies.

2. PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study (IS) with the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Implementation Program (MMIP) provides the California Environmental Quality Act (CEQA) environmental analysis for the following land use entitlements: PUD-104, Planned Unit Development (PUD) rezoning and development plan to construct a six-story, approximately 430,000 square foot office building, parking garage, and related site improvements at 6110 Stoneridge Mall Road (adjacent to the West Dublin/Pleasanton BART station); and PUD-81-22-14M, PUD Major Modification to the PUD governing Stoneridge Corporate Plaza (6120-6160 Stoneridge Mall Road) to construct a parking garage, surface parking modifications, and related site improvements and to eliminate the public's use of the private landscaped area between the existing office buildings.

2.2 ENVIRONMENTAL ANALYSIS

In accordance with CEQA Section 15070, the City conducted Initial Study resulted in mitigation programs for the project that reduced the effects of the proposed development including mitigation measures to a less-than-significant level. This reduction was achieved by a combination of the following:

- The revisions made to the project plans and/or agreed to as conditions of approval by the applicant resulting from the analyses, implemented with subsequent City approvals and/or project construction, will avoid or mitigate the effects of development, and,
- There is no substantial evidence in light of the entire record before the City of Pleasanton that the project as now revised and/or conditioned would have a significant effect on the environment.

The mitigation measures are put into effect by the revised project plans and/or by the enforcement of permit conditions, agreements, or other instruments. The measures are described in the Initial Study and summarized in the attached Mitigation Monitoring and Implementation Program (MMIP). The mitigation measures and implementation mechanisms will mitigate the impacts of the entire proposal to a less-than-significant-impact, meaning that the proposal will not have a significant environmental impact. The Initial Study also identified some effects of the proposed project as no-impact.

Mitigation Monitoring and Implementation Program (MMIP)

The lead agency is required by California law (Public Resources Code Section 21081.6) to adopt a reporting or monitoring program to ensure that the mitigation measures are implemented. Monitoring provides for ongoing project oversight to ensure that project compliance is checked on a regular basis during (and, if necessary, continuing after) compliance. (CEQA Guidelines Section 15097(c)). The MMIP for the proposed project is attached.

2.3 PROJECT LOCATION

The proposed project is located on two sites: the approximately 25.4-acre Stoneridge Corporate Plaza property located at 6120-6160 Stoneridge Mall Road and the approximately 6.9-acre BART property located at 6110 Stoneridge Mall Road (see Figure 1 on the following page).

Stoneridge Corporate Plaza was developed between 1985 and 1998 and currently contains five multi-story office buildings totaling approximately 567,573 sq. ft. and related site improvements (surface parking spaces, ornamental vegetation, etc.). The site is generally flat. Vehicular access to the site is currently provided from five existing driveways: one on Stoneridge Mall Road and four on Embarcadero Court.

The adjacent 6.9-acre BART property is one of three BART-owned properties located between I-580 and Stoneridge Mall Road. The other two BART properties include the BART parking garage located on an approximately 1.2-acre parcel and the BART electrical substation located on an approximately 0.3-acre parcel. The 6.9-acre site under consideration is relatively flat and contains non-native grasses and a grove of trees towards its center. The BART properties were originally part of the Stoneridge Corporate Plaza development and were zoned for an additional office building and two smaller bank/savings and loan buildings. In 1987, BART purchased the property in anticipation of developing the BART station and the office and bank entitlements were removed. In 2008, Windstar Communities, Inc. received City approval to construct a mixed-use, high-density residential/commercial development containing 350 apartment units and approximately 14,286 square feet of retail space on the 6.9-acre portion of BART's property. The proposed Workday project would replace the previously-approved Windstar project.

Figure 1, Aerial Photograph of the Subject Site and Surrounding Area (Google Maps)

2.3.1 Surrounding Land Uses, Area, and Setting

The subject properties are bordered on the west by the BART station garage and a four-story office building, on the north by I-580, on the east by I-680, on the south by the Pleasanton Corporate Commons office complex, and on the southwest by Stoneridge Mall, on the opposite side of Stoneridge Mall Road.

2.4 PLEASANTON GENERAL PLAN

The Stoneridge Corporate Plaza site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits office uses. The 6.9-acre BART site has a General Plan Land Use Designation of "Mixed Use" which permits office uses and the Mixed Use designation allows development of a single use on a site if such use is approved as part of a PUD. Therefore, the project will be consistent with the General Plan Land Use Designation if the 6.9-acre site is rezoned to allow office uses as noted below.

2.5 ZONING

The current zoning of the BART property, Planned Unit Development-High Density Residential/Commercial, does not allow the proposed office use and the 6.9-acre BART site would be rezoned to Planned Unit Development – Mixed Use or a similar PUD zoning district to allow office uses. The existing Planned Unit Development – Commercial-Office

zoning for the Stoneridge Corporate Plaza site does not need to be changed for the proposed project.

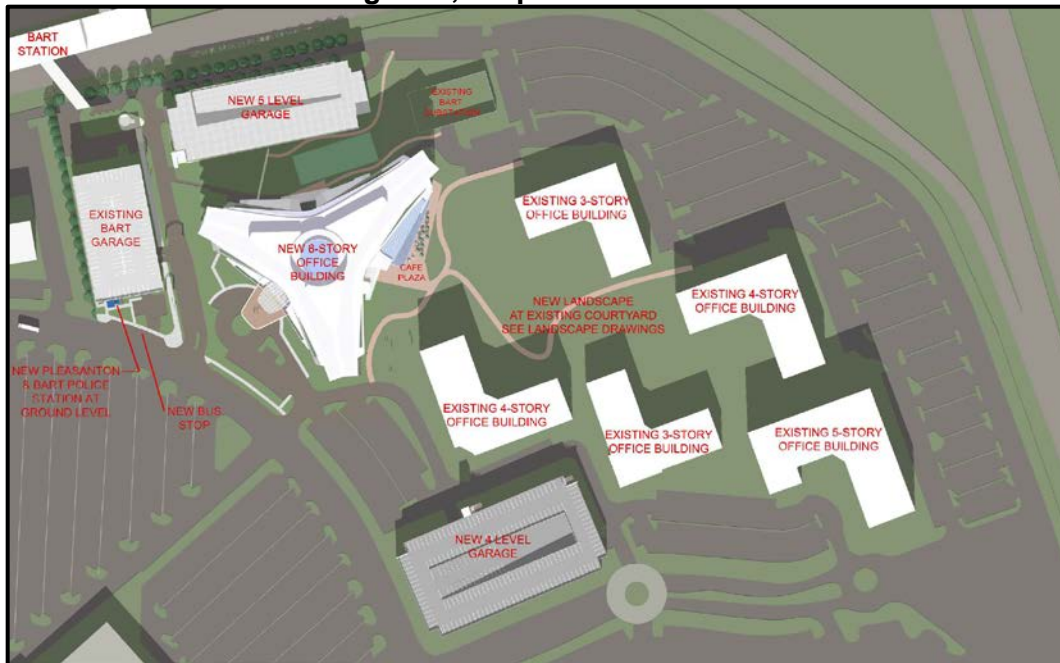
2.6 PROJECT DESCRIPTION

The applicant, Workday, Inc., proposes to construct a six-story, approximately 430,000 square foot office building, parking garage, and surface parking on the BART property and construct a parking garage and surface parking on the Stoneridge Corporate Plaza property. Other related site improvements would also occur (e.g., landscape modifications, stormwater treatment areas, etc.).

The proposed project consists of the following:

1. Rezone the 6.9-acre BART property from the Planned Unit Development – High Density Residential/Commercial District to Planned Unit Development – Mixed Use District or a similar PUD zoning district to allow office uses.
2. Construct a six-story office building and five-level parking structure east of the existing BART station parking garage. The office building would be set back approximately 105 ft. from the Stoneridge Mall Road property line (approximately 112 ft. from the existing face of curb) and approximately 219 ft. from the northern property line along I-580. The five-level parking garage would be set back approximately 25 ft. from the northern property line along I-580.
3. Construct either a four- or five-level parking garage at the southwest corner of the Stoneridge Corporate Plaza site adjacent to the Stoneridge Mall Road and Embarcadero Court intersection. The four- or five-level parking structure would be set back approximately 15 ft. from the Stoneridge Mall Road property line (approximately 22 ft. from the existing face of curb) and approximately 15 ft. from the Embarcadero Court property line (approximately 25 ft. from the existing face of curb). Please refer to Figure 2 on the following page for the proposed site plan.

Figure 2, Proposed Site Plan



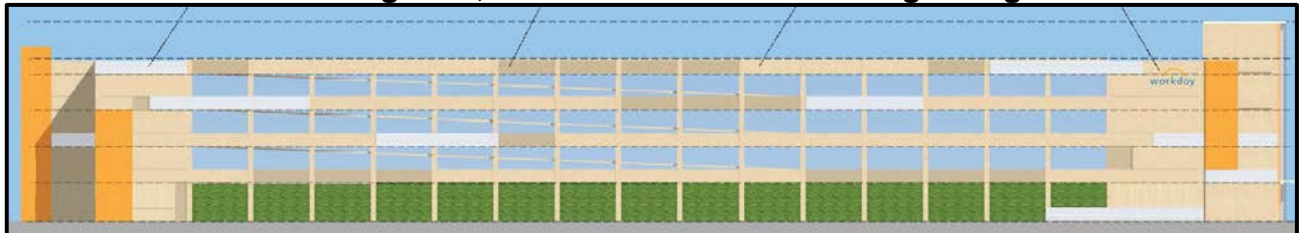
4. The six-story office building would total approximately 430,000 sq. ft. in area. The first floor would be slightly larger than the upper floors to accommodate the main entries and employee cafeteria. The sixth floor would be the smallest floor, with its walls set back approximately 10 feet from the lower walls to provide variation/interest in the façades while also providing room for rooftop planters above the fifth floor. The building would be approximately 87½ ft. tall at the top of the parapet and approximately 105 ft. tall at the top of the circular screen wall.

Figure 3, Office Building Perspective from Stoneridge Mall Road Entry



5. The five-level, 724-space parking garage next to I-580 would have a maximum height of approximately 61 feet as measured at the top of the elevator penthouse and approximately 47 feet at the top of the parapet/guardrail. The parking structure would feature concrete walls, rails, and columns matching the existing concrete walls on the Stoneridge Corporate Plaza office buildings. At some wall and rail locations there would be corrugated aluminum panels, orange accent color, or horizontal reveals. Greenscreens[®] (i.e., wire mesh frames with landscaping trained to grow on them) would be located along the first floor.

Figure 4, Five-Level Northern Parking Garage



6. The applicant is requesting to receive approval to construct either a four-level, 884-space parking garage or a five-level, 1,109-space parking garage next to the Stoneridge Mall Rd./Embarcadero Ct. intersection. The four-level garage would have a maximum height of approximately 47½ feet as measured at the top of the elevator penthouse and approximately 37 feet at the top of the parapet/guardrail. The five-level garage would have a maximum height of approximately 58 feet as measured at the top of the elevator penthouse and approximately 47 feet at the top of the parapet/guardrail. With the exception of the added floor, both the four- and five-level garage would have the same design and utilize the same colors and materials as the northern five-level garage described above except no Greenscreens[®] are proposed.

Figure 5, Four-Level Southern Parking Garage

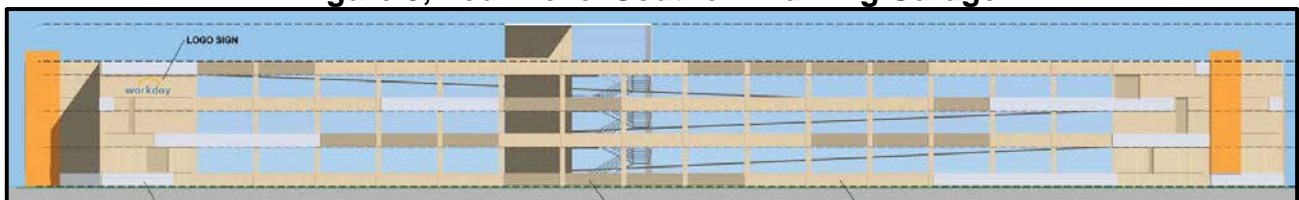
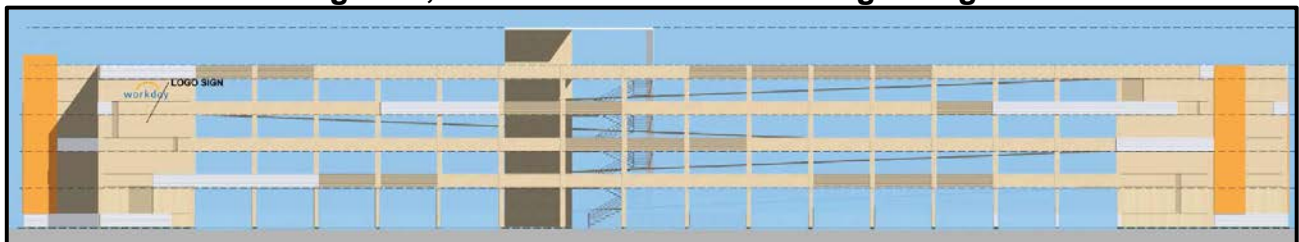


Figure 6, Five-Level Southern Parking Garage



7. Vehicular access to the site would be provided from the five existing driveways (one on Stoneridge Mall Road and four on Embarcadero Court) and one new driveway on Stoneridge Mall Road that would be shared with the BART garage. The existing BART driveway on Stoneridge Mall Road would be converted into an emergency vehicle access drive. One of the existing Embarcadero Court driveways would be relocated approximately 15 ft. to the east and narrowed by approximately two feet. The existing Wheels bus stop and BART kiss-n-ride turnout along Stoneridge Mall Road would be relocated approximately 160 feet to the northwest in front of the BART garage. Existing and proposed sidewalks along Stoneridge Mall Road and Embarcadero Court would provide pedestrian access to the project sites. Additional private walkways would traverse throughout the sites.
8. In order to accommodate the new development, several hundred of the existing parking spaces along the north, west, and south sides of the existing Stoneridge Corporate Plaza office buildings would be reconfigured to facilitate efficient on-site circulation. The existing drive aisles and parking areas along the eastern sides of the existing office buildings would generally remain with new parking spaces created by extending the parking lot closer to the freeway/eastern property line. If a four-level garage is constructed for the southern garage, a total of 3,188 parking spaces would be provided for the existing and new office buildings consisting of 1,585 surface parking spaces and 1,603 garage parking spaces. There would be 1,097 (34.4%) compact-sized spaces. If a five-level garage is constructed for the southern garage, a total of 3,421 parking spaces would be provided consisting of 1,585 surface parking spaces and 1,836 garage parking spaces. There would be 1,182 (34.6%) compact-sized spaces.
9. The Stoneridge Corporate Plaza development was originally proposed and conditioned to allow public use of the private landscaped area between the Stoneridge Corporate Plaza buildings. This area contains landscaping with a small outdoor amphitheater, water features, and pathways that are open to the public during daylight hours (see Figure 7 on the following page). The applicant would reconfigure this central landscaped area and, due to security concerns, is proposing to eliminate the public's use of this area.

Figure 7, Landscaped Area at Stoneridge Corporate Plaza (Google Maps)



10. Related site modifications/improvements, including grading, tree removal, and installation of new paving and landscaped areas. The existing BART substation at the northeastern portion of the BART site would be retained.

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

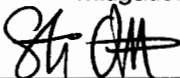
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

4. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Steve Otto

4/11/14

Date

5. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project specific mitigations, which have been incorporated into the project design as a part of the Proposed Project.

For this project, the following designations are used:

- **Potentially Significant Impact:** An impact that could be significant and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.
- **Less Than Significant With Mitigation Incorporated:** An impact that requires mitigation to reduce the impact to a less-than-significant level.
- **Less Than Significant:** Any impact that would not be considered significant under CEQA relative to existing standards.
- **No Impact:** Any impact that does not apply to the project.

5.1. AESTHETICS

ENVIRONMENTAL SETTING

The 6.9-acre BART site is currently vacant land. Current views onto the site are partially screened by adjacent buildings and a few existing trees along or adjacent to the site's southern, western, and northern perimeters.

The Stoneridge Corporate Plaza site is currently developed with five multi-story (three- to five-stories) office buildings and related site improvements (i.e., surface parking, ornamental landscaping, etc.). Current views of the property are partially screened with landscaping located in planting areas on the site.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter or degrade the existing visual character or quality of the project site;
- Have a substantial effect on a scenic resource; or,
- Substantially increase light or glare in the project site or vicinity, which would adversely affect day or nighttime views.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Aesthetics

Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a. The proposed project is not located on a scenic vista. Therefore, this would be *no-impact*.

- b. The Stoneridge Corporate Plaza site is located adjacent to Interstate-680, a State Scenic Highway. No rock outcroppings or historic buildings exist on the site. Some existing ornamental trees planted between 1985 and 1998 would be removed and replaced on the Stoneridge Corporate Plaza site, but the existing trees within the CalTrans right-of-way would not be affected. The proposed project would be consistent with the “Scenic Highway Plan for Interstate 680 in the City of Pleasanton.” For example, the four- or five-level parking structure would be located at least 100 ft. from the I-680 CalTrans right-of-way (approximately 814 ft. is proposed), the structure would not conflict with views from the highway due to existing screening provided by the adjacent office buildings and landscaping that would remain, replacement landscaping would be required to comply with the Plan regarding placement and species, etc. Therefore, this would be *less-than-significant impact*.

- c. The proposed project is attractively designed with high quality materials. The office building has significant detailing and articulation to provide architectural interest and reduce perceived massing and the form/shape of the building is visually interesting. The heights of the office building and parking structures would be compatible with the surrounding buildings in the Stoneridge Mall Rd. vicinity, which include three- to five-story office buildings and a six-story hotel. The parking structures would utilize concrete walls, rails, and columns matching the existing concrete walls on the

Stoneridge Corporate Plaza office buildings with additional accent materials and colors to add interest. All of the existing trees on the 6.9-acre BART site (predominantly black locust trees) would be removed and some of the existing ornamental trees on the Stoneridge Corporate Plaza site would be removed. New landscaping would be installed to soften the office building and parking structures and help screen the surface parking areas from off-site views. Therefore, this would be a *less-than-significant impact*.

- d. Conditions for the project will require that all exterior lighting be directed downwards and/or contain shields to minimize light pollution and glare. Therefore, this would be a *less-than-significant impact*.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

ENVIRONMENTAL SETTING

The sites are located in an urbanized area and the Stoneridge Corporate Plaza site is currently developed. The sites are not currently being used for farmland or agricultural production. The California State Department of Conservation designates¹ the subject properties as “Urban and Built-Up Land,” which is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples of uses included in this designation include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;
- Conflict with or result in the cancellation of a Williamson Act contract;
- Adversely affect agricultural production.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon

measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Agricultural and Forest Resources

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a-e. The subject properties are in an urbanized area and the Stoneridge Corporate Plaza site is currently developed with office buildings, parking areas, and landscaped areas. The proposed project will not result in the conversion of any farmland and the subject properties are not zoned for agricultural use and do not have a Williamson contract in place. No loss or conversion of forest land will occur as a result of the proposed project. Therefore, these would be *no-impact*.

5.3. AIR QUALITY

ENVIRONMENTAL SETTING

The Bay Area Air Quality Management District (BAAQMD) monitors air quality and administers permitting authority over most stationary emission sources within nine-county the San Francisco Bay Area. The standards for levels of ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM10), particulate matter - fine (PM2.5), sulfates, lead, hydrogen sulfide, and vinyl chloride have been set by both the California State Environmental Protection Agency and the United States Environmental Protection Agency. As of the writing of this document, the BAAQMD reports that the Bay Area is in non-attainment in levels of ozone, particulate matter (PM10), and particulate matter - fine (PM2.5) under the State standards. For Federal standards, areas of non-attainment include ozone and particulate matter - fine (PM2.5) (during the 24-hour period).²

In May of 2011, the BAAQMD published an update to their 1999 CEQA Air Quality Guidelines³. These guidelines establish screening criteria with which to provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the screening criteria are met by the proposed project, then no additional air quality analysis is necessary. The screening criteria are organized into operational-related impacts (criteria air pollutants and precursors and greenhouse gases), community risk and hazard impacts, carbon monoxide impacts, odor impacts, and construction-related impacts. If the screening criteria are not met, then an air quality analysis is required to determine if the project's air quality impacts are below BAAQMD's significance thresholds (which would equal a less than significant CEQA impact). If the impacts are above the significance thresholds, then mitigation measures would need to be incorporated into a project to reduce air quality impacts below the significance thresholds (and equal a less than significant impact) or an EIR would be required.

The BAAQMD's adoption of significance thresholds contained in the 2011 CEQA Air Quality Guidelines was called into question by a court order issued March 5, 2012, in California Building Industry Association (CBIA) v. BAAQMD (Alameda Superior Court Case No. RGI0548693). The order required BAAQMD to set aside its approval of the thresholds until it conducted environmental review under CEQA. In August 2013, the Appellate Court struck down the lower court's order to set aside the thresholds. However, this litigation remains pending as the California Supreme Court recently accepted a portion of CBIA's petition to review the appellate court's decision to uphold BAAQMD's adoption of the thresholds. Because the court case is unresolved, BAAQMD recommends that lead agencies determine appropriate air quality thresholds of significance based on substantial evidence in the record. Since the air quality thresholds in the 2011 CEQA Air Quality Guidelines are more stringent than the previously adopted 1999 thresholds, the more conservative 2011 thresholds were used for the analysis of this project.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in pollution emission levels above those established by Bay Area Air Quality Management District in either short term (construction related) or long term (traffic);
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a. An air quality plan is intended to bring a region’s air quality into compliance with State and Federal requirements. The BAAQMD, in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has developed the 2010 Clean Air Plan (adopted in September of 2010) and the 2005 Ozone Strategy (adopted in January of 2006). The assumptions and growth projections used in these documents rely on the General Plan documents of communities. Therefore, projects that are found to be

consistent with the General Plan (as is the subject project) are consistent with applicable air quality plans. Therefore, this would be *no-impact*.

- b. The Bay Area is considered a non-attainment area for ozone, particulate matter (PM10), and particulate matter - fine (PM2.5) under the State standards. For federal standards, areas of non-attainment include ozone and particulate matter - fine (PM2.5) during a 24-hour period.

A 430,000 sq. ft. office building would exceed BAAQMD's screening criteria for operational criteria pollutant, operational greenhouse gas, and construction-related air quality impacts. Operational greenhouse gas impacts are discussed in Section 5.7 below. An air quality assessment dated April 3, 2014, was prepared for the project by Illingworth & Rodkin, Inc.⁴ to determine if the project's air quality impacts are below BAAQMD's significance thresholds (which would equal a less-than-significant impact).

The air quality assessment indicates that the project's operational emissions for reactive organic gasses (ROG) and nitrogen oxides (NOx), the precursors of ozone, and PM2.5 and PM10 would not exceed BAAQMD's significance thresholds and would be considered a less-than-significant impact. With respect to construction-related air quality impacts, the air quality assessment determined that construction-related emissions would not exceed BAAQMD's significance thresholds for ROG, NOx, PM2.5, and PM10 and would be considered a less-than-significant impact, but indicated that nearby receptors could be significantly impacted by dust generated during construction activities unless the following mitigation measures are implemented to reduce dust generated by the project:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of

Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Air Quality Mitigation Measures

In order to mitigate potential negative impacts below the level of significance, conditions of approval shall be included with the project approval to address the above air quality mitigation measures. Therefore, the conditions of approval will reduce the potentially significant air quality impact noted above to a *less-than-significant-impact with mitigations incorporated*.

- c. As discussed in Section 5.3.b. above, the project would not have operational ROG and NOx emissions that exceed the significance thresholds adopted by BAAQMD. Therefore, the project would not contribute substantially to existing or projected violations of those standards. The air quality assessment indicates that carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard. The roadways affected by the proposed project have relatively low traffic volumes compared to the busier intersections in the Bay Area. BAAQMD screening guidance indicates that projects would have a less than significant impact to carbon monoxide levels if project traffic projections indicate traffic levels would not increase at any affected intersection to more than 44,000 vehicles per hour. The intersections affected by the proposed project have much lower traffic volumes (less than 10,000 vehicles per hour). Therefore, the change in traffic caused by the proposed project would be minimal and the project would not cause or contribute to a violation of an ambient air quality standard. As a result, the project would have a *less-than-significant* impact.
- d. Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as residences or a hospital, in close proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project

- vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk for siting a new sensitive receptor or a new source of TACs. The proposed project includes an office building and would not introduce new sensitive receptors (residences, hospital, etc.) to the project site. Residences to the north across I-580 in Dublin and to the south at the Stoneridge Apartments are the only sensitive receptors within 1,000 feet of the project site. Typical operation of the office building would not expose sensitive receptors in the vicinity to TAC emissions. However, construction activities would temporarily have TAC emissions (e.g., construction equipment fueled by diesel which emits diesel particulate matter) that could affect sensitive receptors in the project vicinity. The air quality assessment included a health risk assessment to determine the potential health effects at nearby sensitive receptors. The assessment found that that excess cancer risks, annual PM2.5 concentrations, and Hazard Index are below the significance thresholds. As a result, the project would have a *less-than-significant* impact.
- e. The proposed office activities are not anticipated to create objectionable odors affecting a substantial number of people. Any grills installed in the employee cafeteria would be required to install filtering devices to minimize odors onto surrounding properties. Construction vehicles will be required to meet all current exhaust standards for emissions. Therefore, this would be a *less-than-significant* impact.

5.4. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

Wetlands are regulated under federal, state and local laws, regulations and policies. Primary wetland regulatory compliance is under the federal Clean Water Act, the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS) and California Environmental Quality Act (CEQA).

The Clean Water Act requires avoidance of wetlands whenever a practicable alternative exists. For unavoidable impacts, the regulatory agencies have policies calling for mitigation to provide “no net loss” of acreage or habitat value. Under Section 404 of the Clean Water Act, a permit must be obtained for the discharge of dredged or fill material into waters of the United States.

Under the CDFW code, Sections 1601-1607 regulate projects with divert, obstruct, or change the natural flow, bed, channel, or bank of a river, stream, or lake. Proponents of such projects must notify CDFW and enter into a streambed alteration agreement. CDFW normally exerts jurisdiction over natural streams and artificial channels that have habitat value for wildlife species. The jurisdiction extends to the bank top.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Adversely affect, either directly or through habitat modification, any endangered, threatened or rare species, as listed in Title 14 of the California Code of Regulations (Sections 670.5) or in Title 50, Code of Regulations (Sections 17.11 or 17.12 or their habitats (including but not limited to plants, fish, insects, animals, and birds);
- Have a substantial adverse impact, either directly or through habitat modification, on any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations or by the CDFW or USFWS;
- Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Adversely affect federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites; or,
- Conflict with any local or regional policies or ordinances designed to protect or enhance biological resources, such as a tree preservation policy or ordinance.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Biological Resources

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	—	—	—	—
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a-d. There are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject properties. In addition, there is no existing stream, river, lake, drainage channel, or other water body/course on the subject properties. The 6.9-acre BART property is surrounded by urban development and a freeway and the Stoneridge Corporate Plaza property is currently developed with office buildings and is surrounded by urban development and a freeway. Therefore, these would be *less-than-significant impacts*.
- e. There are approximately 609 existing trees over six inches in diameter on or near the two project sites, including 283 of which are defined as “Heritage Tree” by the Pleasanton Municipal Code (i.e., a tree which measures 35 feet or greater in height or which measures 55 inches or greater in circumference). Approximately 246 existing ornamental trees mostly planted between 1985 and 1998 with the office development would be removed on the Stoneridge Corporate Plaza site to accommodate the new parking garage and parking lot modifications. The removed trees are primarily parking lot trees and trees within the landscaped area between the office buildings. The BART site contains a grove of 75 trees towards its center, which the applicant would remove. This grove predominantly contains black locust trees, but also contains one English walnut tree. The grove originally contained approximately 130 black locust trees, but BART removed approximately 55 trees in 2006 to construct the BART parking garage. Six London plane trees and one blackwood acacia tree located along the west side of the BART garage would be removed due to impacts associated with a new drive aisle. Two of the London plane street trees located along the BART property’s Stoneridge Mall Road frontage would be removed. In total, approximately 330 trees would be removed, including 131 heritage-sized trees. Approximately 600 new trees would be planted on both

sites ranging in size from 36-inch-box to 60-inch-box. Therefore, this would be a *less-than-significant impact*.

- f. No Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans apply to the project sites and, thus, this issue is not applicable to this project. Therefore, this would be *no-impact*.

5.5. CULTURAL RESOURCES

ENVIRONMENTAL SETTING

The subject sites are not located in an area identified as having site-specific archeological, paleontological, or geologic features or resources. The City of Pleasanton has, however, experienced development locations where archeological resources have been found in the form of Native American burial sites.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Cause a substantial change in the significance of a historical or archeological resource as defined in the CEQA Guidelines Section 15064.5; or,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique Paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a. The existing buildings on the sites are not significant historical resources and the sites are not listed on the California Register of Historic Resources. Therefore, this would be *no impact*.
- b-d. There are no known archaeological or unique Paleontological resources or human remains on the sites. A condition of the approval for the project will require work to stop within 20 meters (66 feet) of any prehistoric, historic artifacts, or other cultural resources found during construction. Subsequent to the find, the services of the appropriate qualified professional will be secured to determine the best course of action that is consistent with the requirements of the California Environmental Quality Act (CEQA). Therefore these would be *less-than-significant impacts*.

5.6. GEOLOGY AND SOILS

ENVIRONMENTAL SETTING

The sites are generally flat and do not contain any significant slopes or changes in grade. Project specific grading for the proposed project would be limited to that required for preparation of the building and garage foundations, surface parking lots, and drive aisles.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a project being built that will either introduce geologic, soils, or seismic hazard by allowing the construction of the project on such a site without protection against those hazards.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Geology and Soils

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated

on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	—	—	—	—
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
lii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a. There are no known geologic hazards on the site or in vicinity of the site. The subject properties are not located within an Alquist-Priolo Earthquake Fault Zone as identified by the California Geological Survey⁵. Also, the project will be required to meet the requirements of California Building Code and conditions of approval for the project will require that the project meet or exceed seismic requirements. The sites have generally flat terrain and there are no known landslides on the properties. Therefore, these would be either *less-than-significant impacts* or *no-impact*.

- b-d. The topography of the sites is generally flat and there are no known landslides on or near the properties. The project is not expected to result in substantial soil erosion or loss of topsoil. Conditions of approval will require that the project comply with stormwater runoff requirements and applicable measures. A site specific soils analysis would be required in conjunction with the building permit review. Therefore, these would be *less-than-significant impacts*.

- e. The project scope does not entail the use of septic tanks and will utilize existing or propose new infrastructure to connect to existing water and sewer lines. Therefore, this would be *no-impact*.

5.7. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

The BAAQMD encourages local jurisdictions to adopt a qualified GHG Reduction Strategy that is consistent with Assembly Bill (AB) 32 goals. AB 32 mandated local governments to adopt strategies to reduce greenhouse gas (GHG) emissions. Consistent with the objectives of AB 32, the City has adopted a Climate Action Plan (CAP) to outline strategies to reduce GHG emissions to 1990 levels by the year 2020⁶. The CAP was reviewed by the Bay Area Quality Management District and was deemed a “Qualified Greenhouse Gas Reduction Strategy” in accordance with the District’s CEQA guidelines.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Be inconsistent with a qualified GHG Reduction Strategy.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Greenhouse Gas Emissions

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

- a-b. Staff has completed an analysis of how the project is consistent with or implements the applicable measures outlined in the City of Pleasanton’s Climate Action Plan. As a large office project located immediately adjacent to a BART station and several commuter bus lines, the project is generally consistent with Land Use Goal 1 of the CAP: to reduce vehicle miles traveled (VMT) through infill and higher density

development. The project will also incorporate bicycle racks/storage and showers for employees that utilize alternative commutes, will provide carpool and alternative vehicle parking spaces including some with electric vehicle charging stations, and will provide incentive-based programs that encourage employees to choose alternative transportation to work. In addition, several Strategies and Supporting Actions related to water and energy conservation from the CAP are implemented in the proposed project or will be required in conditions of approval. The project will be required to incorporate green building and energy efficiency measures through the City’s Green Building Ordinance and the State’s Green Building Standards Code (CALGreen). Therefore, these would be *less-than-significant impacts*.

5.8. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

The BART site is currently vacant and the Stoneridge Corporate Plaza site is currently developed with multi-story office buildings and associated parking, landscaping, etc. The properties are generally flat and the proposed project does not entail significant modifications to the existing grade. The proposed project is considered an infill project.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in exposing people to existing contaminated soil during construction activities;
- Result in exposing people to asbestos containing materials;
- Result in exposing people to contaminated groundwater if dewatering activities take place.

Issues (Cont.)	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hazards And Hazardous Materials

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	—	—	—	—
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a-b. During construction potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the Livermore-Pleasanton Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials are highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). The City has in place an Emergency Response Plan to meet the needs should a spills or a hazardous event take place. Routine transport, use and disposal of hazardous materials are already regulated by federal, state and local regulations. This project will require disclosure of any hazardous materials, the amounts anticipated and where those materials will be stored or used. Therefore, these would be *less-than-significant impacts*.

- c-d. The office uses associated with the project are not associated with substantial use, storage, or transportation of hazardous materials and the sites are not located within one-quarter mile of an existing or proposed school (the closest school is Lydiksen Elementary School, approximately 1.0-mile away). The project sites are not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). Therefore, these would be *no-impact*.
- e-f. The subject sites are located approximately 5.1 miles from the nearest airport runway at the Livermore Municipal Airport and are not located within the Airport Influence Area (AIA) indicated in the Livermore Municipal Airport's Airport Land Use Compatibility Plan or within vicinity of a private airstrip. Therefore, these would be *no-impact*.
- g-h. The subject properties are located in urbanized areas and development of the properties will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Wildlands do not exist within or adjacent to the subject sites. Therefore these would be *no-impact*.

5.9. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

The National Pollutant Discharge Elimination System (NPDES) was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the U.S. Non-point sources originate and diffuse over a wide area rather than from a definable point. Two types of non-point source discharges are controlled by the NPDES program; discharges caused by general construction activities, and the regulation of the quality of storm water in municipal storm water systems.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in substantially degrading water quality or violate any water quality objectives set by the State Water Resources Control Board due to increased sediments or other contaminants generated by consumption and/or operation activities;
- Result in exposing people or property to the risk of injury and damage in the event of a 100-year flood.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a-f. No streams, rivers, drainage channels, etc. run through the site and, therefore, the project will not alter the course of any body of water. The sites are generally flat, and the civil drawings for the project indicate that drainage will be directed towards bio-retention planters located in various areas of the site for retention and treatment before draining into the City's storm drain system. The project will be required to incorporate best management practices (BMP's) during construction to minimize erosion and stormwater pollution. The project will be required to comply with all applicable stormwater runoff requirements. The project will not use a well to pump ground water for this project. Any existing wells will be required to be abandoned pursuant to the Alameda County Department of Environmental Health. A loss of groundwater recharge potential is not anticipated with the development of this project. Therefore, these would be *less-than-significant impacts* or *no-impact*.
- g-j. The subject properties are not located within the 100-year flood zone⁷ and the proposed project does not include any housing units. The project will not impede or redirect flood flows or expose people or structures to a significant risk of flooding. The project site is not in a location where the project would cause or be at risk for seiche, tsunami, or mudflow. Therefore, these would be *no-impact*.

5.10. LAND USE PLANNING

ENVIRONMENTAL SETTING

The BART site is undeveloped and the Stoneridge Corporate Plaza site is currently developed with multi-story office buildings and associated parking, landscaping, etc. The subject properties are bordered on the west by the BART station garage and a four-story office building, on the north by I-580, on the east by I-680, on the south by the Pleasanton Corporate Commons office complex, and on the southwest by Stoneridge Mall, on the opposite side of Stoneridge Mall Road.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter an approved land use plan that would result in physical change to the environment.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Land Use Planning

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a. The subject properties are surrounded by freeways, office and commercial uses, and a BART station and parking garage. Staff considers the proposed project to be an infill development and would not physically divide an established community. Therefore, this would be categorized as *no-impact*.

- b. The Stoneridge Corporate Plaza site has a General Plan Land Use Designation of “Retail/Highway/Service Commercial; Business and Professional Offices” which permits office uses. The 6.9-acre BART site has a General Plan Land Use Designation of “Mixed Use” which permits office uses and the Mixed Use designation allows development of a single use on a site if such use is approved as part of a PUD. The current zoning of the BART property, Planned Unit Development-High Density Residential/Commercial, does not allow the proposed office use and the 6.9-acre BART site would be rezoned to Planned Unit Development – Mixed Use or a similar PUD zoning district to allow office uses. The existing Planned Unit Development – Commercial-Office zoning for the Stoneridge Corporate Plaza site does not need to be changed for the proposed project. The proposed 430,000 sq. ft. office building would result in a floor area ratio (FAR) of 143% for the 6.9-acre BART site. This complies with the 150% maximum FAR permitted for the Mixed Use land use. Parking structures are not counted towards the FAR calculation. Below are some of the General Plan Goals, Programs, and Policies that the project is consistent with or would promote:

Land Use Element

Sustainability

Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.

Program 2.4: Require higher residential and commercial densities in the proximity of transportation corridors and hubs, where feasible.

Program 2.5: Assure that new major commercial, office, and institutional centers are adequately served by transit and by pedestrian and bicycle facilities.

Overall Community Development

Goal 2: Achieve and maintain a complete well-rounded community of desirable neighborhoods, a strong employment base, and a variety of community facilities.

Policy 4: Allow development consistent with the General Plan Land Use Map.

Industrial, Commercial and Office

Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.

Program 13.1: Zone sufficient land for neighborhood, community, and regional commercial uses to support Pleasanton's increasing business activity.

Therefore, this would be a *less-than-significant impact*.

- c. There is no habitat conservation plan or natural community conservation plan applicable to the project area. Therefore, this would be categorized as *no-impact*.

5.1.1. MINERAL RESOURCES

ENVIRONMENTAL SETTING

The subject site has not been identified to have mineral resource deposits.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mineral Resources

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

a-b. The subject properties are not known to have any mineral resources and thus the proposed project will not result in the loss of the availability of locally important mineral resource recovery. Therefore, these would be *no-impact*.

5.12. NOISE

ENVIRONMENTAL SETTING

External noise sources that could affect the sites include traffic noise from Interstate 580 to the north, Interstate 680 to the east, adjacent City streets, and adjacent land uses (which consist mainly of office and commercial uses).

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in interior noise levels exceeding 45 dBA L_{eq} for office uses;
- Result in construction noise levels that do not meet the City of Pleasanton Noise Ordinance;
- Generate exterior noise levels above 70 dBA at the property plane (excluding construction noise).

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Noise

Would the project:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a. The subject site is located within the future (2025) 70 dBA L_{dn} noise contour along I-580 and I-680 as indicated in the 2005 – 2025 Pleasanton General Plan. This noise level is considered to be “*Normally Acceptable*” for “*Office Buildings, Business Commercial, and Professional*” land uses by the Pleasanton General Plan. Interior noise levels for office buildings need to generally maintain a 45 dBA L_{eq} interior standard of the Pleasanton General Plan. It is anticipated that normal construction methods and requirements would allow the proposed construction to comply with this standard. Therefore, this would be a *less-than-significant impact*.

- b-d. The development of office uses and new parking on the properties will generate added urban noise, such as traffic, loading and unloading of delivery trucks, etc. However, given the existing noise levels produced by nearby street and freeway traffic and the existing commercial and office uses in the area, noise levels will not change substantially from that currently experienced in the area. The construction phase may entail activities that result in ground-borne vibrations. However, no

residential uses are in close proximity to the project site. The hours of construction will be limited to minimize any impact to surrounding land uses. Construction equipment would be required to meet DMV noise standards and be equipped with muffling devices. Once constructed, the operation of the office uses will be required to meet the City’s noise ordinance, which stipulates that the business not be allowed to produce a noise level in excess of 70 dBA at any point outside of the property plane. Therefore, these would be *less-than-significant impacts*.

e.f. The subject sites are located approximately 5.1 miles from the nearest airport runway at the Livermore Municipal Airport and are not located within its Airport Influence Area (AIA) or General Referral Area. Therefore, the subject development will not expose people to excessive aircraft noise levels. Therefore these would be *no-impact*.

5.13. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

The subject properties do not contain any housing units and the scope of the subject project does not include any housing units.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Induce substantial growth that is inconsistent with the approved land use plans in place;
- Displace affordable housing.

Population and Housing

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

DISCUSSION

- a-c. The proposed project is an infill development surrounded by two freeways, commercial and offices uses, a BART station and parking garage, and bus stop. The proposed project would further City goals to place higher density commercial development near transit facilities. Public streets and other infrastructure have been extended to the boundaries of the project site in conjunction with other, nearby development. Therefore, the project would not constitute direct or indirect growth inducing impacts for the City of Pleasanton. No housing units will be lost or created as part of the project scope and thus no replacement housing is necessary. Therefore, these would be categorized as *no-impact*.

5.14. PUBLIC SERVICES

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure planned to meet the build out of the General Plan.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Create an increase in demand for police protection services which could substantially interfere with the ability of the Police Department to provide adequate response time to the project site;
- Create an increased demand for fire protection services that would substantially interfere with the ability of the Fire Department to provide adequate response time to the project site;
- Create an increased demand for schools that would exceed existing school capacity; or,
- Create an increased demand for parks and other public facilities that would exceed existing capacity.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Public Services

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a. Police, Fire, Park and related service capacities exist to adequately serve the project and will be mitigated through the design phase of the project to meet the current City development standards. As a benefit to the community, Workday would construct a small addition and remodel on the ground level of the BART parking garage for a joint BART and City of Pleasanton police substation. The developer will be required to contribute funds to the Pleasanton Unified School District to offset this project’s impacts to school facilities, with said funds being used towards the construction and/or procurement of classrooms. Therefore, these would be categorized as *less-than-significant impacts*.

5.15. RECREATION

ENVIRONMENTAL SETTING

The project sites currently do not consist of any neighborhood, community, or regional parks. The Stoneridge Corporate Plaza development was originally proposed and conditioned to allow public use of the private landscaped area between the Stoneridge Corporate Plaza buildings. This area contains landscaping with a small outdoor amphitheater, water features, and gazebo that are open to the public during daylight hours. The applicant would reconfigure this central landscaped area and, due to security concerns, is proposing to eliminate the public's use of this area.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the failure to meet City standards for the provision of parkland.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Recreation

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

- a-b. The project includes active and passive recreation areas for the employees (e.g., walking/running paths, basketball court, open lawn/activity area, outdoor dining and seating areas, etc.). The proposed development will not accelerate the substantial deterioration of existing park or recreation facilities near the subject site nor require the construction or expansion of recreational facilities. The public would lose the ability to use the landscaped area between the Stoneridge Corporate Plaza office buildings. However, this area is not designated by the City as a public park and is not counted towards meeting the provision of parkland in the City. In addition, because this area is not advertised by the City or by others as a public park and because of its "tucked away" location between the Stoneridge Corporate Plaza

buildings, the area is rarely used by the public. Therefore, the loss of the public's use of this area will not result in the failure to meet City standards for the provision of parkland and would not result in a substantial increase in the public's use of other City parks. Therefore, these would be *less-than-significant impacts*.

5.16. TRANSPORTATION AND TRAFFIC

ENVIRONMENTAL SETTING

The project sites have frontage on Stoneridge Mall Road, which is a five-lane collector street, including a two-way left-turn lane in the center, and Embarcadero Court, which is a four-lane local street with a median and left-turn lanes at some of the driveways. The project is located adjacent to the West Dublin/Pleasanton BART station, BART garage, and Wheels bus stop/BART kiss-n-ride pull out. Vehicular access to the site would be provided from the five existing driveways (one on Stoneridge Mall Road and four on Embarcadero Court) and one new driveway on Stoneridge Mall Road that would be shared with the BART garage. The existing BART driveway on Stoneridge Mall Road would be converted into an emergency vehicle access drive. One of the existing Embarcadero Court driveways would be relocated approximately 15 ft. to the east and narrowed by approximately two feet. The existing Wheels bus stop and BART kiss-n-ride turnout along Stoneridge Mall Road would be relocated approximately 160 feet to the northwest in front of the BART garage. Existing and proposed sidewalks along Stoneridge Mall Road and Embarcadero Court provide pedestrian access to the project sites. Additional private walkways would traverse throughout the sites.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in reducing the Level of Service (LOS) at a major intersection to LOS E or F, except in the Downtown and gateway intersections*.

*Gateway intersections are intersections located at the edges of the city and are specifically identified on Table 3-4 of the Circulation Element of the 2005-2025 General Plan. Per the General Plan, consideration may be given to traffic improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation and Traffic

Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a. Program 2.2 of the Circulation Element of the General Plan states:

Require site-specific traffic studies for all major developments which have the potential to cause the level of service at one or more major intersections to exceed LOS D, and require developers to implement the mitigation measures identified in these studies. In general, require development to improve congested intersections adjacent to such development or to pay its pro-rata share of the cost of such improvements, and to pay traffic development fees for use in mitigating traffic impacts in other areas of the city.

A site-specific traffic study dated March 14, 2014, was prepared for the City of

Pleasanton by Hexagon Transportation Consultants, Inc.⁸ for the purpose of identifying the potential traffic impacts of the proposed project.

The traffic study analyzed the following traffic scenarios with and without the project traffic: existing conditions; existing plus approved conditions; and buildout conditions. The existing conditions scenario is based on traffic counts conducted by the City of Pleasanton between 2012-2014 and supplemented by new turning movement counts conducted by Hexagon. The existing plus approved project scenario includes the existing traffic conditions plus traffic from approved but not yet built projects. The buildout scenario consists of traffic from approved but not yet built projects plus traffic from development that has not received approval from the City but has been identified to be completed in the long term with the buildout of the 2005-2025 Pleasanton General Plan. A 350-unit apartment project and 14,286 square feet of retail space was previously approved on the 6.9-acre portion of the BART site. The proposed project will replace this approved project with an approximately 430,000-square-foot office building.

The traffic study indicates that the project is expected to generate 3,978 gross daily vehicle trips with 615 gross trips occurring during the a.m. peak hour (541 inbound trips and 74 outbound trips) and 560 gross trips during the p.m. peak hour (95 inbound trips and 465 outbound trips). Because the project is located adjacent to the BART station, a 3% transit reduction was applied to the overall project trip generation. While higher transit ridership is typically observed around major transit nodes such as BART stations, a smaller 3% reduction was applied here as the vast majority of BART service is provided west of the project site and serves a small subset of the potential commute routes. After applying the 3% reduction, the project would generate 3,859 daily vehicle trips with 597 trips occurring during the a.m. peak hour (525 inbound trips and 72 outbound trips) and 543 trips during the p.m. peak hour (92 inbound trips and 451 outbound trips). In addition to the 3% transit reduction, the project will receive a trip credit for the previously approved apartment/retail project that it would replace for the existing plus approved and buildout scenarios. After applying the trip reduction/credits, the project would generate 1,090 net daily vehicle trips with 413 net trips occurring during the a.m. peak hour (482 inbound trips and -69 outbound trips) and 288 net trips during the p.m. peak hour (-65 inbound trips and 353 outbound trips).

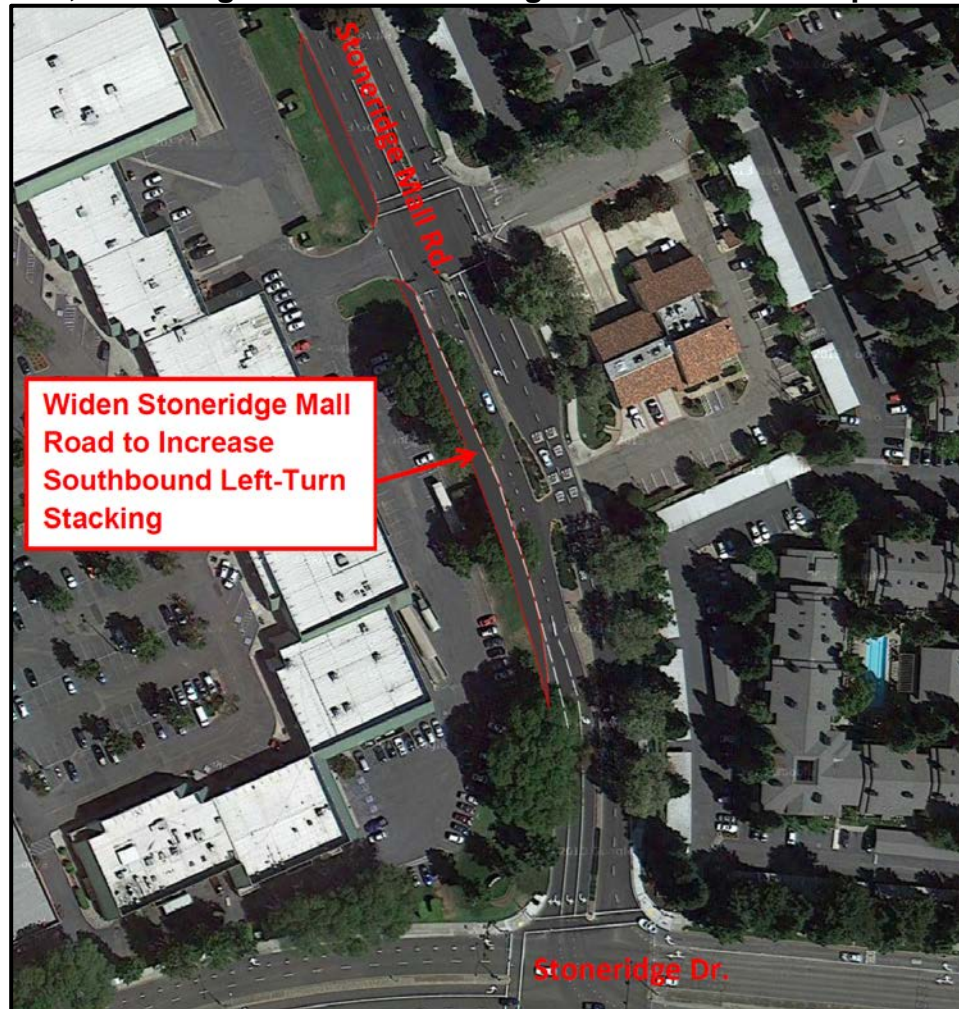
Project trip distribution was completed using the City of Pleasanton Travel Demand Forecast (TDF) model. Fifteen intersections were included in the traffic analysis:

1. San Ramon Road and I-580 WB Off Ramp
2. Foothill Road and I-580 EB Off Ramp (Future Intersection)
3. Foothill Road and Canyon Way/Dublin Canyon Road
4. Foothill Road and Stoneridge Drive
5. Stoneridge Mall Road and Canyon Way
6. Stoneridge Mall Road and BART Entrance (Unsignalized)

7. Stoneridge Mall Road and Project Driveway (Unsignalized)
8. Stoneridge Mall Road and Embarcadero Court
9. Stoneridge Mall Road and Workday Way
10. Stoneridge Mall Road and Stoneridge Drive
11. I-680 SB Off Ramp and Stoneridge Drive
12. I-680 NB Off Ramp and Stoneridge Drive
13. Johnson Drive and Stoneridge Drive
14. Hopyard Road and Stoneridge Drive
15. San Ramon Road and Dublin Boulevard (within City of Dublin)

All of the signalized study intersections currently operate at LOS D or better. Under all study scenarios, all of the signalized study intersections would continue to operate at LOS D or better during the AM and PM peak hours with one exception: Foothill Road at Canyon Way would operate at LOS E under all project scenarios during the PM peak hour. Although this a “gateway intersection” per the General Plan, the City had already determined that improvements are necessary and the addition of a third southbound left-turn lane (with an additional eastbound lane on Canyon Way to accommodate the new southbound left-turn traffic) is planned at this intersection when traffic warranted its construction. Because the traffic from the proposed project would trigger the need for this improvement, a condition of approval will require that the project applicant install this planned improvement. This improvement is included in the City’s Traffic Impact Fee project list and the developer would receive a credit from the Pleasanton Traffic Improvement Fee for the construction of this improvement.

At the Stoneridge Mall Road at Stoneridge Drive intersection, the LOS standards would be met under all study scenarios. However, this intersection has a southbound left-turn queue that will exceed the storage capacity of the left-turn lanes in the existing plus approved with no project scenario in the PM peak hour. The proposed project would add up to a five-car increase in queue length resulting in inadequate storage capacity for both the existing plus approved plus project and buildout plus project scenarios in the PM peak hour. The mitigation for this queue capacity shortage is to extend the innermost southbound left-turn lane back (north) approximately 125 ft. to the midblock break at the fire station driveway, which will require removal of a portion of the existing paved/landscaped median. To plan for future traffic unrelated to the project, the City’s Traffic Engineer recommends that an additional 125 ft. of storage capacity be provided by widening the west side of Stoneridge Mall Road and realigning the roadway as generally shown in Figure 8 (on the following page). A condition of approval will require that the project applicant install this improvement. This improvement is not included in the City’s Traffic Impact Fee project list. Since the developer would install more capacity than the 125 ft. that is required to accommodate the project traffic, the developer will receive a credit towards its Pleasanton Traffic Improvement Fee for the added capacity it constructs.

Figure 8, Stoneridge Mall Rd./Stoneridge Dr. Intersection Improvements

The traffic study found that all of the unsignalized study intersections currently operate at LOS D or better and would continue to do so under all study scenarios. The originally proposed plan did not include a new shared BART/project driveway off Stoneridge Mall Road and the existing driveway off Stoneridge Mall Road would not have provided for adequate internal queues during peak hours, thus creating spillover traffic onto Stoneridge Mall Road with the added project traffic. In addition, the project traffic would warrant that a signal be installed at this driveway. A signal is already warranted and planned for the BART driveway along Stoneridge Mall Road, which is located approximately 240 ft. to the west of the project driveway. Because the proximity of the two signals would preclude efficient traffic signal operation (a minimum separation of 500 feet is normally desired), the City Traffic Engineer had recommended that a new combined BART garage and project driveway be provided. The applicant has modified its proposed plans to show this mitigation. The combined driveway has been designed to accommodate traffic queues for both the BART station and office uses. The existing project driveway along Stoneridge Mall Road would remain. With this modification, a signal is only

warranted for the shared BART/project site driveway. A condition of approval requires that the applicant install the traffic signal.

Transportation and Traffic Mitigation Measures

In order to mitigate potential negative impacts below the level of significance, conditions of approval shall be included with the project approval to address the above transportation and traffic mitigation measures. Therefore, the conditions of approval will reduce potential traffic impacts to a *less-than-significant-impact with mitigations incorporated*.

- b. The Alameda County Congestion Management Agency's threshold for conducting a Congestion Management Program (CMP) traffic analysis is whether a project would add 100 or more new peak-hour trips. The project would generate more than 100 peak hour trips so the traffic study conducted a CMP traffic analysis using the Alameda Countywide Transportation Demand Model. Eight directional freeway segments and six directional Metropolitan Transportation System (MTS) segments were analyzed. Although the project would increase traffic during the AM and PM peak hours, the project would not cause a significant impact to any of the study freeway or roadway segments. Therefore, this would be a *less-than-significant impact*.
- c. The proposed office building would be the tallest structure built with the project, measuring a maximum of 105-feet tall and would not require air traffic to change their flight path. Furthermore, the proposed office space would not increase air traffic levels. Therefore, this would be *no-impact*.
- d-e. The project will not increase hazards due to design features or incompatible uses. The project driveways and drive aisles will be designed to City standards and would provide adequate sight distances and to accommodate the safe turning radius of emergency and non-emergency vehicles. Emergency access to the sites will not be compromised due to the proposal. Therefore, these would be *less-than-significant impacts*.
- f. The proposal will also not be in conflict with policies, plans, or programs related to public transit, bicycle or pedestrian facilities. The project will incorporate bicycle racks/storage and showers for employees that utilize alternative commutes, will provide carpool and alternative vehicle parking spaces including some with electric vehicle charging stations, and will provide incentive-based programs that encourage employees to choose alternative transportation to work. Existing and proposed public sidewalks along Stoneridge Mall Road and Embarcadero Court would provide access to the site. ADA-compliant pedestrian pathways will be required to be shown on construction plans prior to issuance of permits. Additional private walkways would traverse throughout the sites. Therefore, this would be *no-impact*.

5.17. UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure planned to meet the build out of the General Plan, implemented by the Growth Management Program.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the construction of new water facilities or expansion of existing facilities;
- Result in exceeding the wastewater treatment requirements of the Regional Water Quality Control Board;
- Result in or require the construction or expansion of existing wastewater treatment facilities;
- Be served by a landfill that has inadequate permitted capacity.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Utilities and Service Systems

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	—	—	—	—

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

DISCUSSION

a-g. The proposed project will not exceed projected wastewater treatment requirements. While it is anticipated there are sufficient water supplies available to serve the project, the approval of the project would not guarantee the availability of sufficient water to serve the project and the City may withhold building permits if the City determines that sufficient water is not available at the time of application of building permits. On-site storm water pre-treatment will be implemented by constructing bio-retention planters. The project would also incorporate hydromodification management measures (i.e., stormwater detention) in order to match pre-project runoff from the site. The project will not require the construction of off-site stormwater drainage facilities. Construction of the proposed project would generate construction waste; however, at least 75 percent of the total job site construction waste (measured by weight or volume) will be required to be recycled. The remaining construction waste will not result in a substantial reduction in the capacity of a landfill. Therefore, these would be *less-than-significant impacts*.

5.18. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mandatory Findings of Significance

Would the project:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b) Does the project have impacts that are individually limited,

but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

— — — —

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

DISCUSSION

- a. The project sites are a vacant lot and existing office complex surrounded by urban development and two interstate freeways. There are no existing rivers, streams, lakes, or other water body/course on the subject properties and there are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject properties. In addition, there are no known historical, archaeological, or paleontological sites or structures on the subject sites. Thus, this would be a *less-than-significant impact*.
- b. Constructing this project will incrementally increase impacts to certain environmental factors, but the increases would not be cumulatively considerable with the exception of traffic impacts, which will require mitigation previously identified in this document. Therefore, this would be a *less-than-significant-impact with mitigation incorporated*.
- c. The project will not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and will incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval reduces potential impacts to a *less-than-significant impact*.

6. ENDNOTES

¹California Department of Conservation, Map titled, Alameda County Important Farmland 2010; and pages 7-26 through 7-28 of the City of Pleasanton General Plan 2005-2025

²Bay Area Air Quality Standards and Attainment Status, BAAQMD Website:
<http://www.baaqmd.gov/>

³Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011

⁴Stoneridge Corporate Plaza Expansion Air Quality Assessment, by Illingworth & Rodkin, Inc., dated April 3, 2014

⁵Figure 5-5 of the City of Pleasanton General Plan 2005-2025

⁶Climate Action Plan, City of Pleasanton, adopted by City Council February 13, 2012

⁷Figure 5-7 of the City of Pleasanton General Plan 2005-2025

⁸Pleasanton Workday Office Development – Transportation Impact Analysis, by Hexagon Transportation Consultants, Inc., dated March 14, 2014

MITIGATION MONITORING AND IMPLEMENTATION PLAN

PUD-104/PUD-81-22-14M – WORKDAY, INC.

INTRODUCTION

The Workday project (PUD-104/PUD-81-22-14M) is an office development on a combined 32.3-acre site located in Pleasanton. The City is the lead agency under the California Environmental Quality Act (CEQA) and has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for this project.

The project addressed by the IS/MND includes applications for: Planned Unit Development (PUD) rezoning and development plan to construct a six-story, approximately 430,000 square foot office building, parking garage, and related site improvements at 6110 Stoneridge Mall Road (adjacent to the West Dublin/Pleasanton BART station); and PUD-81-22-14M, PUD Major Modification to the PUD governing Stoneridge Corporate Plaza (6120-6160 Stoneridge Mall Road) to construct a parking garage, surface parking modifications, and related site improvements and to eliminate the public's use of the private landscaped area between the existing office buildings.

When a lead agency approves a project that it has found to have the potential to result in one or more significant impacts, it adopts mitigation measures in the form of changes or alterations incorporated into the project that would avoid or substantially lessen those impacts. Generally, the mitigation measures are put into effect by enforcement of permit conditions, agreements, or other instruments.

The lead agency is required by California law (Public Resources Code Section 21081.6) to adopt a reporting or monitoring program to ensure that the mitigation measures are implemented. Monitoring provides for ongoing project oversight to ensure that project compliance is checked on a regular basis during (and, if necessary, continuing after) compliance. (CEQA Guidelines Section 15097(c)).

The Mitigation Monitoring and Implementation Plan (MMIP) presented in the following table addresses the specific topic areas discussed in the IS/MND for this project. Each mitigation measure is briefly identified and the full discussion of the measure can be found in the IS/MND document. The MMIP sets forth the mitigation measure, the party responsible for implementing the mitigation measure, the timing of implementation, and the monitoring agency and action required for each mitigation measure incorporated into the proposal.

MITIGATION MONITORING AND IMPLEMENTATION PLAN

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Agency/Action
<p>1. Air Quality</p>			
<p>a. During construction, the following dust and exhaust control measures shall be followed:</p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 	<p>The project developer and its contractors.</p>	<p>During all on- and off-site construction activities.</p>	<p>The City Building and Engineering Divisions for ensuring that the dust and exhaust control measures are followed during construction of on- and off-site improvements.</p>

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Agency/Action
<p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.</p>			
<p>2. Transportation and Circulation</p>			
<p><u>a. Foothill Road at Canyon Way Intersection</u> The project developer shall construct a third southbound left-turn lane on Foothill Rd. (with an additional eastbound lane on Canyon Way to accommodate the new southbound left-turn traffic).</p>	<p>The project developer for the design and construction of the improvements.</p>	<p>Prior to the occupancy of the office building.</p>	<p>City Engineer and City Traffic Engineer for the review of construction drawings and acceptance of the improvements.</p>
<p><u>b. Stoneridge Mall Road at Stoneridge Drive Intersection</u> The project developer shall construct additional southbound left-turn storage capacity by widening the west side of Stoneridge Mall Road and realigning the roadway as generally shown in Figure 8.</p>	<p>The project developer for the design and construction of the improvements.</p>	<p>Prior to the occupancy of the office building.</p>	<p>City Engineer and City Traffic Engineer for the review of construction drawings and acceptance of the improvements.</p>
<p><u>c. Stoneridge Mall Road at Shared BART Garage/Project Driveway</u> The project developer shall install a traffic signal at this intersection including the necessary modifications to the Stoneridge Mall parking lot on the opposite side of the shared driveway.</p>	<p>The project developer for the design and construction of the improvements.</p>	<p>Prior to the occupancy of the office building.</p>	<p>City Engineer and City Traffic Engineer for the review of construction drawings and acceptance of the improvements.</p>